

LOCKHEED AIRCRAFT CORPORATION		ENGINEERING STUDY <input type="checkbox"/>		LAC - 120	
		CHANGE PROPOSAL <input checked="" type="checkbox"/>			
DATE 1-10-62		AFFECTS: WSPO <input checked="" type="checkbox"/>		PROJECT <input checked="" type="checkbox"/>	
NAME OF MAJOR COMPONENT HYDRAULIC SYSTEM		PART OR LOWEST SUBASSEMBLY QUICK DISCONNECT		PART NO. & MODEL OR TYPE	
TITLE OF PROPOSAL : GROUND TEST QUICK DISCONNECT - HYDRAULIC SYSTEM					
NATURE OF PROPOSAL : SEE PAGE 2					
REASON FOR PROPOSAL : SEE PAGE 2					
ES		ESTIMATED COST AND TIME INVOLVED : ADDITIONAL FUNDING REQUIRED :			
CP		ESTIMATED COST FOR KITS OR PARTS : SEE PAGE 3 ADDITIONAL FUNDING REQUIRED : NONE (SP-1922)			
ITEMS AFFECTED BY PROPOSAL :					
SAFETY <input type="checkbox"/>	MISSION EFFECTIVENESS <input type="checkbox"/>	PERFORMANCE <input type="checkbox"/>	OPERATING PROCEDURE <input type="checkbox"/>	INTER- CHANGE- ABILITY <input type="checkbox"/>	WEIGHT OR WEIGHT & BALANCE <input type="checkbox"/>
					TOOLS & SUPPORT EQUIPMENT <input type="checkbox"/>
					MAINTENANCE PROCEDURE <input checked="" type="checkbox"/>
					SERVICE LIFE <input type="checkbox"/>
					FLIGHT MANUAL <input type="checkbox"/>
					MAINTENANCE MANUAL <input checked="" type="checkbox"/>
EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD					
SOURCE OF PARTS FOR KIT LAC			AVAILABILITY 9 WEEKS AFTER APPROVAL		
DISPOSITION OF SPARES AFFECTED					
INITIATED BY : LAC			APPROVED : WSPO PROJECT		

NATURE OF PROPOSAL

1. Install two self-sealing hydraulic quick disconnect fittings for connecting the hydraulic gig for ground checkout of the aircraft hydraulic system. One fitting will be plumbed to the aircrafts high pressure filter with a check valve to preclude flow to the engine driven pump connection. The second fitting will be plumbed from the hydraulic system return line upstream of the return line filter.
2. An access door will be provided on the right side of the fuselage at approximately F.S. 395 below the wing fillet.
3. Prepare and issue a Service Bulletin and fabricate the necessary kits.

REASON FOR PROPOSAL

The present procedure for hydraulic system checkout with test stand (T.M.O.M.-2-5, Par. A. 3-109) necessitates disconnecting the suction and pressure hoses at the engine-driven pump and reconnecting these to hoses from the hydraulic gig. After the ckeckout, the pump is reconnected. Oil is lost during both steps necessitating refilling and rebleeding the system causing time delay. These new quick disconnects will eliminate this loss of oil and time.

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